

Traffic Safety/Engineering Advisory Committee
May 13, 2005, 9:30AM
OHSP's Presentation Conf. Rm.
Meeting Minutes

In attendance:

Jeff Bagdade (AAA)
Tom Bruff (SEMCOG)
Jim Culp (MDOT)
Tom Krycinski (MSU)
Deb McAvoy (WSU)
Dave Morena (FHWA)
Jill Morena (MDOT)
Steve Schreier (OHSP)
Steve Waterbury (City of Kentwood)

Bruff began the meeting with a recap of the previous meeting and a copy of the Governor's Traffic Safety Advisory Commission (GTSAC) action team guidelines (attached). Generally the committee felt that they were meeting all of the guidelines as prescribed, however additional effort will be made to solicit more members (in other areas of safety) or as a second option, by seeking comments on the lane-departure plan from other action teams. The committee also discussed the GTSAC's proposed deadline for presenting the action plan (June or August, 2005) and felt that it might be unrealistic to meet this deadline. Periodic reports will be provided to the GTSAC when information is available.

McAvoy provided the group with the results of an analysis she performed on the Michigan crash database (attached). The focus was on 2003 single vehicle crashes presented by county and by vehicle miles traveled and per capita. Secondly, a crash analysis was provided for the US-2 study (using 2003 data, roughly 66 crashes). This analysis provided a breakdown by causation and the type of weather.

There was lengthy discussion regarding the crash data, whether or not it was necessary (or possible) to include Michigan data on lane-departure/run-off-road crashes, or if it was better to use National data as provided in the NCHRP reports. It was decided that Schreier, McAvoy, and Bruff would look into this issue and provide more information to the committee at the next meeting. McAvoy stated that it might be possible to identify locations with high run-off-road/lane departure crashes (using a combination of queries) with a 70 percent success rate.

As a side issue it was mentioned by McAvoy that when querying the Michigan online crash database the resulting totals were less than the number of crashes totaled using the actual UD10s (pulled from the local ORIs). This issue will be brought to the attention of CJIC (Mary Wichman).

A third analysis of crash data was provided by Waterbury using the Michigan Crash Facts. Several types of crashes, relating to run-off-road and lane-departure were identified but there is no one number for either type of crash category.

Next, Morena provided the committee with a consolidated list (attached) of mitigating strategies developed from the five NCHRP reports relevant to the charge of the committee (Horizontal Curves, Utility Poles, Head-on Collisions, Run off the Road, and Trees). The strategies highlighted are ones that are short in timeframe and low in cost. The abbreviations included with some of the strategies relate to the specific NCHRP report from which it came (i.e., Hd – head-on collision, HC – horizontal curve, T/U – trees/utility poles).

A request was made to the committee that they review the list and provide comments. It was also suggested that the committee choose several from the list that appear most logical for implementing in Michigan. Provide this information to Morena.

Other topics discussed during the meeting included:

- Bagdade mentioned some relevant work that AAA was performing in northern Wisconsin. This study identified high concentrations of fatal and serious injury crashes occurring on curves. Mitigation of these high crash locations was to take place later this year at which time post analysis of the strategy would occur. A second study related to elderly mobility was also mentioned (i.e., Polk County) which also had some relevance to the charge of this committee. A county wide sign replacement program was instituted that would have an impact on run-off-road/lane-departure crashes.
- MDOT asked that the committee consider if there were money budgeted to address this issue where should it be spent? (i.e., centerline rumble strip pilot project, pavement marking, etc.)
- Morena suggested that it would be good for the committee to place on future agendas presentation of these other states studies/mitigating strategies (i.e., Iowa, Wisconsin, Georgia) in the area of lane departure. (Who would we get to present?)

The next meeting of the group is June 30, 2005 at 9:30AM (OHSP).

Meeting adjourned at 11:30AM.